

Carnegie Mellon University

# Buggy Book

1992







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# History of Buggy

## 1920-1942

Early buggy races were quite different than they are currently. The race used to be held on a road that cut through campus which started and finished in front of the Fine Arts building. The first race day, held on May 19, 1920, saw a dozen boxy vehicles lined up near the front of Margaret Morrison Carnegie Hall. During the race, the pushers would jump on the back of the coasting vehicle, making it a two man team. Along the way, there was a pit stop, which required switching the two rear wheels with one another to demonstrate mechanical dexterity. Going uphill at Porter Hall, driver and pusher could switch positions to "insure a breakneck finish." However, there are no recorded results of this tradition-setting all-important, first Sweepstakes buggy race.

The second race, held in 1921, was won by Iota Sigma Delta, a local fraternity, with a recorded time of 4:38. The first design awards were also given out that year. Uniqueness seems to have been the criteria, for Delta Upsilon won with a monstrous fish on four wheels, and Sigma Nu took second with their "Toonerville Trolley."

The next few years saw fundamental changes to the races, making them more like today's sweepstakes. Freak designs were eliminated in 1923 and mechanical perfection became important. The push team was increased in 1924 from one to a relay of four, and then three years later to a relay of five. In 1925, the races were finally run in heats, with nineteen entries divided into four runs. Rules were changed to require the same body in the race as entered for design. The next year, preliminary heats were moved to Friday with finals the next day. When Frew Street was extended from Porter Hall to the Gym in 1928, the Buggy course was rerouted to what is virtually its present incarnation. In addition, that year independent teams were allowed to enter for the first time.

A few original rules took a while to change. For many years only one trophy was given

out in both the design and race categories; furthermore, they couldn't be given to the same house. The 60-pound minimum weight rule was not abandoned until the early thirties. At about the same time, aluminum was discovered as a buggy-building material; Beta Theta Pi broke the three-minute barrier in 1930 with a buggy made of it. Lane stripes were added in 1932, but four to six buggies were still being run in each heat.

In 1942, no results were reported; from 1943 to 1945, Sweepstakes was dropped, along with most of Tech's activities, due to the draft and the high priority of aluminum.

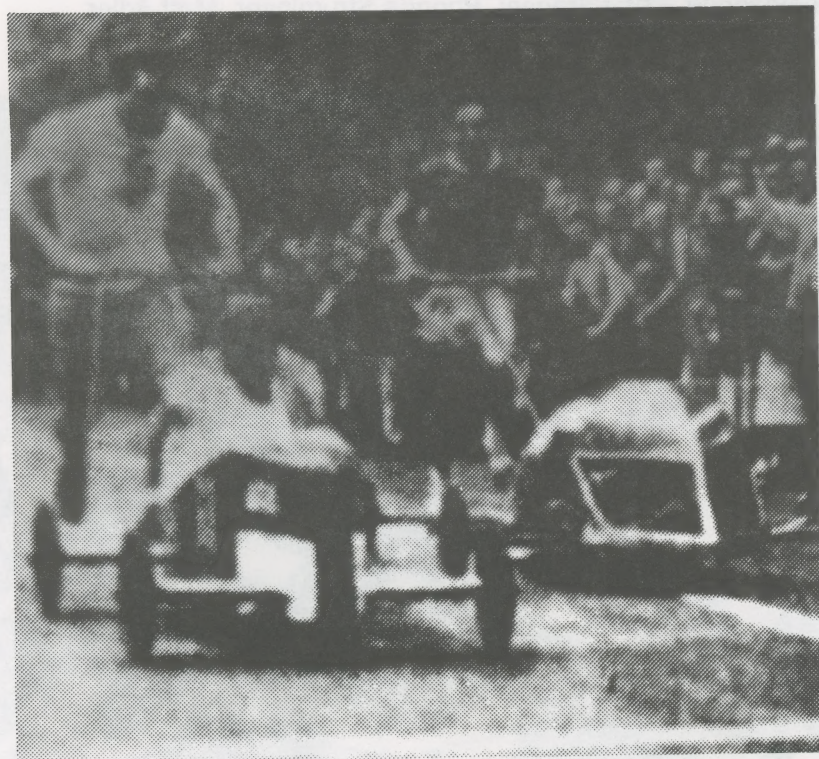
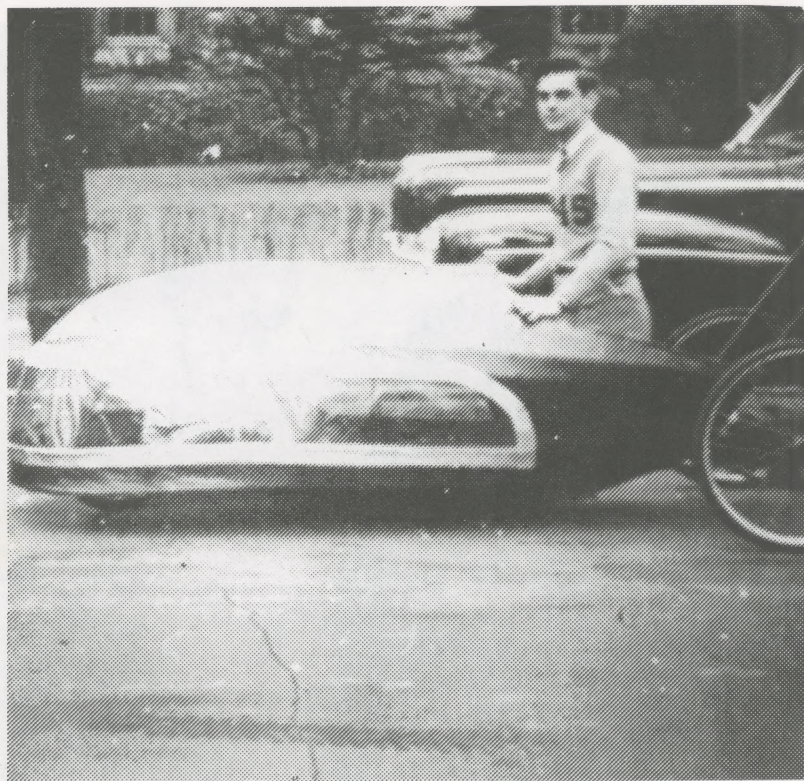
## 1946-1963

After the war, Pittsburgh repaved the streets and provided police protection for Sweepstakes. The races now saw a whole new perspective in buggy design. The old three-wheelers, the bike tires, the "low-slung-wheelchair" designs rapidly disappeared, replaced by soap-box derby models with wedge- and torpedo-like bodies. Most drivers rode, like their Akron counterparts, in crouched positions, but there were also a good number of prone-position vehicles.

## 1964-1989

Beta Theta Pi and Pi Kappa Alpha have consistently been the most successful organizations in the history of buggy, in both races and design competitions. ATO and Phi Kappa Theta both were challengers for Beta and PiKa now and then among others, but never posed a real threat. In 1981, a new contender was to make history. The Carnegie Involvement Association (CIA) posted the first ever victory by an independent organization. Continuing along this path was Spirit, who won first place in 1987 with a time of 2:11:35. Spirit won again in 1988. But it was 1989 that brought Spirit true glory; that was the year that they set the all-time course record of 2:06:2.





### **Present Day**

Buggy today continues to be a well-commemorated tradition through the dedicated, passionate efforts of all those involved. Although push practice doesn't begin until Spring semester, everyone is out at freerolls on early fall and winter weekend mornings; which unto itself shows dedication and commitment to Buggy. The engineers and mechanics who design, build and "prep" the Buggies begin planning in September with anticipation. Although the friction filled pavement is a consideration, organizations haven't allowed it to setback their increase in technology and training of quick, agile pushers. Faster and more efficient than ever, the 1992 Buggies will be a spectacular sight.



# Sweepstakes Committee



**From left to right:** Alexis dePlanque, Chris Stengel, Rhonda Struminger, Matt Adler



**Organizational Chairpeople**



# Design Competition

The Design Competition is held each year the day before the preliminary races are scheduled. The 1992 Design Competition will be held Thursday, April 9, in Skibo Gymnasium, between 9am and 3pm.

The Design Competition is composed of two simultaneous events, the individual judging of no more than two buggies from each organization, and a display of each organization's buggies scheduled to race the following day, to the public. The number of buggies on display will be close to 50.

During the preliminary judging, each participating organization presents and demonstrates its buggy privately to the panel of about six judges for ten minutes. The judges then have five additional minutes to ask questions and examine the buggy. The top six buggies selected from the preliminary judging will be re-judged on the same criteria concurrently for fifteen minutes. This year, the judging panel has been selected from several automobile companies and the Carnegie Mellon community. The judging criteria is based on the engineering concept and implementation of the following systems; body support, steering, braking, suspension, as well as driver safety. The buggies are also judged for their innovation, integration and appearance. To qualify for a Design Competition Award, a buggy must compete in the preliminary races and finish in the top 1/3 of competition finishing times. The winners of the Design Competition will be announced after races are completed at the Awards Ceremony Saturday night on the cut.



# Chairperson's Tale

---

What does being a buggy chairperson entail? Well, it's detrimental to your health, your sanity, and your memory. It is very much like a disease -an addiction of sorts- no matter how you try, you cannot get rid of it. Of course some buggy chairmen do a lot of work, while others coast by merely as figureheads, but either way, you have to run the whole show.

Many of us started out as mechanics, and then slowly got sucked into the buggy tunnel. Being a buggy chairman is not a position one chooses to have. One simply begins as a mechanic, and then all of a sudden, two or three years down the road, one finds oneself in charge.

It is a lot more aggravating to be the chair versus being a mechanic. Now it is you who has to motivate, appease, console, discipline, and organize the pushers, the drivers, and the mechanics. Then there are the precious buggies to look after, every free second of the day, the never-ending phone calls, the alumni relations aspects of buggy, and dozens of other concerns. However, along with the aggravation, comes gratification as well. What's the most exciting thing about being chairman? Well, it is definitely an ego trip! The only way to really enjoy it is to do even better than you expect to on race day. The sense of accomplishment is incredible.

What makes someone a buggy chairperson? Willingness to sacrifice one's life, one's QPA, the ability to be authoritative one moment and gentle the next, but mostly the love of buggy. One of the best things about it is the element of secrecy and surprise amongst the various organizations that participate. It's very flattering when you come up with a new buggy design and the next year someone else's organization tries to imitate yours. Another fun thing to do is to make a minor change to a buggy, which actually appears to be a major change and will keep others wondering what you are up to.

The thing that keeps us going? The spirit of competition and the smell of success. By the time that race day arrives, the only thought you have left is of races ending and breaking out the celebrator champagne, with hopes of leaving Saturday night's award ceremony with your trophy.^^



Why do you torture yourself?

When you tell people that you are a buggy mechanic they give you a look usually reserved for those people who work at toxic waste dumps and nuclear power plants. You immediately begin defending yourself. "No, really I like getting up at 3:30 on Saturday and Sunday mornings. I don't mind taking five to ten years off my life through exposure to innumerable toxic chemicals. And, on top of that, I really didn't need that QPA anyway."

My day begins at some unreasonable hour with my roommate waking me up to tell me its time to get up since he is going to bed now. It's time to put on all the warm clothing I own and stumble down the buggy room. A quick dose of caffeine and then I'm ready to help check over the buggies to make sure they're still in perfect working order. As soon as the buggies to make sure they're sawdust the course to soak up any oil that may have leaked onto the course during the week. You really don't want to know what it's like to breathe sawdust at 4:30 in the morning. Drop tests are finally done so I can finally get some rest – just as the sun comes up, when the temperature is as low as it's going to get, you force your numb fingers to load and unload the buggies. And just when most normal people might actually begin to think about getting up freerolls are over and you can put the buggies away and go get some rest.

So do you still want to know why it is that I do this? It is the chance to solve real life problems – "What do you mean that damn thing still doesn't work?" The chance to know the secret to how something work – "I could tell you but then I'd have to kill you." Finally it's the great feeling to see a project you worked on and gave every last waking hour to succeed.



## **DRIVER WANTED:**

- 5ft. tall; 80 lbs; no hips
- Able to withstand 10°F below temperature
- Contortion ability necessary
- Must have a sense of direction in the dark
- Strong neck muscles helpful
- Eclectic taste of fashion (must look attractive with goggle marks; special attire: 6 shirts, 2 long johns, 2 sweats, and 10 socks; must be able to fit all that under the appropriate harness)
- Hours: 11:30 - 1:30am on weeknights and 4am - 9am on weekends

~~~~~

### **Darkness, SQUEEEEEEEZE,**

clip, clip,

"Ready?" "yep"

"Here we go...."

"SHOVE!"

First Transition *whew, hit the mark*

Second Transition *where's that stop sign?"*

THE CHUTE *where was that hay bale?*

*roll, please roll...*

*go for the feet*

"Watch out for the car!!"

*oops, couldn't see; those darn glares!*

*almost there....*

finish. ....and again

but overall, it's FUN!!!!

**FOR A GREAT TIME,  
CALL YOUR LOCAL BUGGY CHAIR.**



"The pusher is a monster. Good God, he's not not a natural man."

-*The Pusher*, Steppenwolf

Without a doubt, there is something unnatural about pushing women around in phallic objects in the dark. That's exactly what the Larry and Carol's pizza man thought when he refused to believe that a person was actually stuffed inside the buggy.

It's early October, and you find yourself at freerolls. It occurs to you that you're getting up at the crack of dawn; but why? Carnival's not for six months. Can't this wait until after Spring Break? Apparently not, according to the push captains and buggy chair. As if this has inspired you, you keep going to freerolls, hoping that the mechanics have saved you a donut. Little do you know, you're addicted to buggy.

OK. You're at some random hill on Frew Street, trying to remember the color of the buggy you're supposed to push. Before you've even stretched out, your buggy is coming up the hill and you move out on the street, waiting to make the transition calls.

Your hand is on the pushbar and you're trying to pick up speed. How could something so sleek that moves so fast now seem like a boulder, and how can the hill that you just told yourself wasn't all that long now seem like a marathon? The transition line is almost there as you begin to regret having eaten that donut. You shove. The torture is over but, like all the other addicts, you can't wait to do it again.

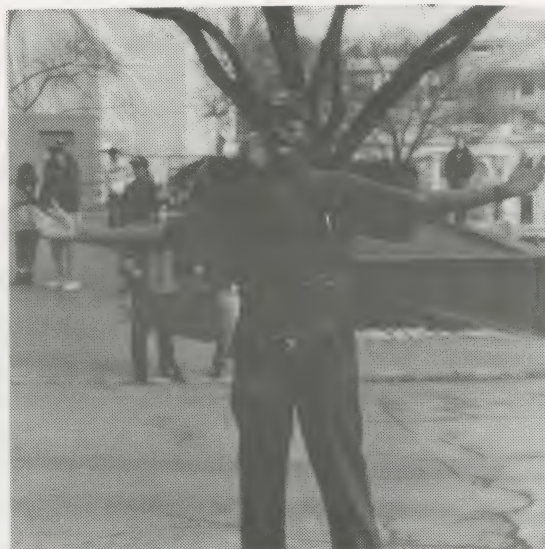
It's the spring semester and you think you know what buggy and pushing are all about, but nothing can prepare you for push practice; now you can get your buggy fix five more times a week. You relish the competitive fever at push practices, trying to see if you can beat other teams' times. It's something you just can't get at freerolls. Carnival is approaching and you spend all your time thinking about how you can take off that extra two-tenths of a second.

Now it's Raceday, what we've all been waiting for. Despite your apprehension and nervousness, it's a simple process by now: The buggy comes, you push, you shove, it's over. All that preparation for as little time as possible. How'd we do? Do we celebrate or do we start planning for next year?

Looking back, is it all worth it? For most of us, it's the thrill of competition, of doing something few people can say they've ever done. As the pusher is unnatural, buggy is an unnatural addiction, and we wouldn't have it any other way.



# Organizations









# Alpha Tau Omega

*ATΩ Buggy has had to face and overcome many set backs in the past few years. We're young and ambitious, and now we're ready to show everyone what we can do. ATΩ Buggy will become one of the major contending organizations in sweepstakes within the next couple years. I hope you'll be around to witness it.*

*Dorion LaPaglia*

## Chairman

Dorion LaPaglia ('94)

## Drivers

Aileen Connolly ('93)  
Wendy Beitsinger ('95)

## Buggies

Rebel Yell ('86)  
Probation ('91)

## Pushers

Chris Visnic  
Brian Divito  
Ed Garda  
Matt Kowalczyk  
Greg Marmol  
John McKernan  
Andy Van Sprang  
Mike Andrew  
Jason Grusky  
Marcus Schlegal  
Brian Horton  
Dorion LaPaglia

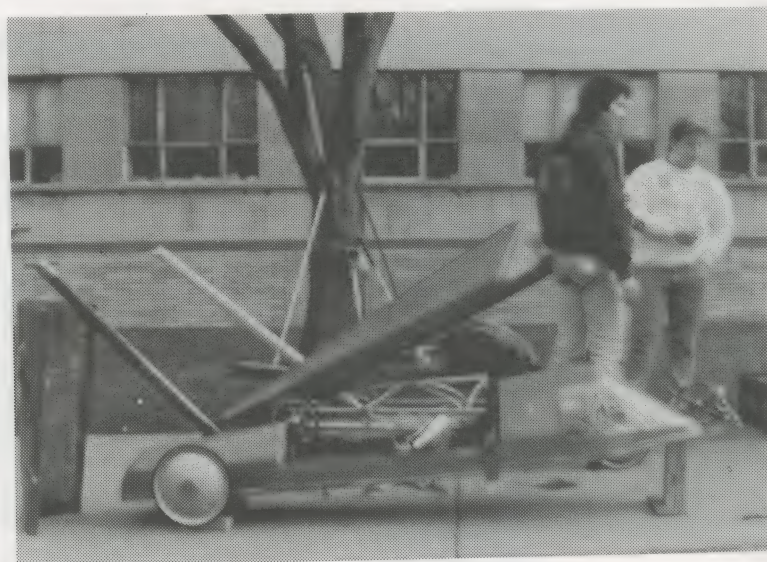
Lisa Devlin  
Jodi Piccolo  
Ann Nguyen  
Tracy Howard  
Aliza Hildebrand  
Helen Nahouraii  
Elizabeth Rowlands  
Tamara Paulos  
Arizlle Whitman

## Mechanics

Matt Neuman ('94)  
(Head Mechanic)  
Roy Devine ('94)  
Pat McGrath ('94)

## Tech

Ed Garda ('92)  
Bill Grdanski ('92)





# Asian Students Association



*"Yes, if we get enough rolls..."*

*This is the first year ASA having a buggy. But due to the faulty weather, we might not get enough rolls... If not, please give us support and we'll see you next year!*

## **Chairmen**

Cynthia Arias  
Jennifer Horn

## **Buggy**

Torque ('92)

## **Driver**

Patti Kuo

## **Pushers**

Gin Chao  
Howard Hahn  
John Kwak  
Milton Lau  
Brian Lee  
Dave Lee  
Kin Lee  
Phil Lee  
Kenny Liu

Cindy Arias  
Julie Chung  
Allis Ghimm  
Kim Vu  
Ann Yoom



## **Support**

Brandon Chin  
Dave Dye  
Ray Ferrer  
Jennifer Horn  
Hendrik Kiamzon  
Julius Pulmand  
Ed Tam  
Will





# Beta Theta Pi

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## **Chairmen**

Joel Rubano  
Stan Marshall  
Luke Tuttle

## **Buggy**

Mercury ('89)

## **Driver**

Cory Metz

## **Pushers**

Will Wojciechowski  
Mike Hensel  
Jeff Palaima  
Andy Helms  
Jarrod Siket

## **Support**

Kevin Kier  
Chris Kowscek  
Dave Piatt  
The Sneeck  
Lou Henry  
Ed Kilduff  
Jeff Gregor  
Deron Haley  
Jason Lange



# Carnegie Involvement Association



*CIA has traditionally had fast buggies, and conquest promises to be the fastest of them all! With a dedicated push team, we are confident of success this year. As always, the best parts of buggy in CIA are the friendships and memories. And the post - Race Day Party!!!*

## Chairman

Rich Baker ('92)

## Assistant Chairman

Jeff McMahill ('94)

## Drivers

Terri Kasch ('92)  
Li-Chun Hsu ('94)  
Karen Yun ('95)

## Buggies

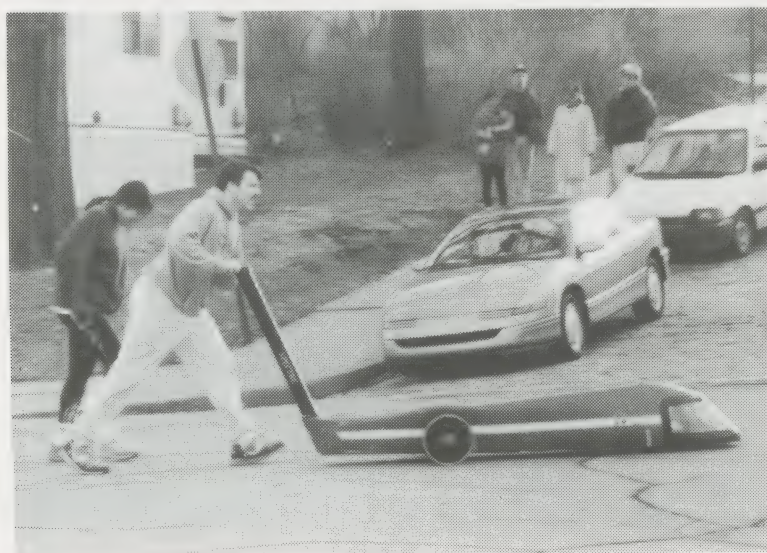
Conquest ('92)  
Eclipse ('91)  
Stealth ('86)  
Spectre ('84)

## Push Captain

Paul Massey ('92)

## Asst. Push Captain

Dan Fontaine ('94)  
Mark Tamburri ('94)



## Pushers

Jim Albert ('95)  
Mike Brittingham ('93)  
Jeff Chrzanowski ('92)  
Dan Fontaine ('94)  
Matt Frattali ('92)  
Mario Iasella ('92)  
Paul Massey ('92)  
Jeff McMahill ('94)  
Phil Sherwood ('93)  
Mark Tamburri ('94)  
Mike Wu ('92)  
Todd Zeisler ('92)

Cathy Bonham ('92)  
Mely Do ('95)  
Li-Chun Hsu ('94)  
Cheryl Mendenhall ('95)  
Vicki Redcay ('92)  
Mary Tao ('95)  
Mandana Vaziri ('93)  
Connie Wai ('93)

## Head Mechanic

Scott Boehmke ('92,  
'93)

## Mechanics

Bill Matson ('92)  
Scott Powell ('94)

## Support

Matt Bamberger ('93)  
Dan Casey ('92)





# Delta Tau Delta

*"Don't worry about the fumes, just watch your beer."*

*-Delta Buggy '92*

*"I feel it is my duty, as safety Chairman, to inform you that duct tape is not structural."*

*- Matt*

## Chairmen

Rick Romere

Jenniger Kerstein

## Drivers

Angela Mazzi

Stephanie StClair

Alison Green

## Buggies

Vexation ('92)

Deception ('90)

Resurrection ('89, '92)

## Push Captain

Adam Farmerie

## Pushers

Steve Ramey

Eric Nightwine

Jason Carlson

Steve McAlonan

Tom Nelson

Darren Schwartz

Sean Sciara

Engels Tang

Ilan Zur

Joe Kaps

Eric Roseman

Sean Derrington

Ken Lambert

Jesse Mager

Don Taylor

## ΔΔΔ Pushers

Denise Heisey

Ann Campbell

Kathy Nee

Heather Knopf

Rita Vinod

Emily Leon

Jesse Cutting

Simone Taylor

Michelle Badalich

Lillian Elias

Glynis Frost

Kelly Logan

Vanessa Murphy

Vrushali Ranadive

Loretta Dawson

## Support

Erik Nightwine

Eddie Wilcox

Adam Kroos

Dave Berwick

Frank Pejack

Carl Ramey

Dorian









# Fringe

"...realize that taking something seriously and having fun are not mutually exclusive."

What has not happened to FRINGE buggy this year? On the hills, not one pusher had made the Barf Chart, there have been no broken teeth, nor has there been any pusher bloodshed.

There has, however, been much activity in the buggy room, our abode of brilliant ideas, technology, and hard work, and the product is Genuine Risk. In addition to those intangibles, many other ingredients have gone into Genuine Risk: blood, sweat, alcohol, and numerous products imported from Europe and other faraway places.

With numerous returning veterans, plus a few rookies, the scrappy FRINGE pushers have the same readiness and willingness to sacrifice teeth, blood, and other bodily components for the glory and success of the team, or just for the pure fun of it. Being on the cutting edge of technology and athletic performance is the obsessive disease that inspires us all.

## BUMPZOID RIDES FOREVER

### Chairman

Deb Perry

### Drivers

Georgina Koon ('94)

Lisa Wang ('92)

Lisa Wilson ('95)

### Buggies

Genuine Risk ('92)

Junior ('89)

Lunatic ('87)

Barrier ('86)

### Mechanics

Bruce Pollock ('94)

D.P. Stephens ('94)

### Junior Mechanics

Ben Bell ('94)

Stewart Brock ('93)

Todd Symonds ('94)

### Support

Amy Blake ('92)

Daniel Blander

Gleen Cottrell ('93)

John Desjardins ('92)

Roberta Draper ('93)

Suzanne Giguere ('93)

April Hsu ('95)

Pat McKiernan ('95)

Susan Nurge ('94)

Randy Walter ('92)

Archie Wood

### Push Captains

Julie Chiu ('93)

Larry Toscano ('93)

### Pushers

Amy Blake ('92)

Julie Chiu ('93)

Anne Dalpiaz ('95)

Sandrine Danielson ('95)

E.V. Donnelly ('92)

Heller Keck ('95)

Matt Beck ('94)

Phil Beck ('95)

Ben Bell ('94)

Stewart Brock ('93)

Pat Burghardt ('92)

Jeremy Epstein ('94)

Stefan Grgurevich ('93)

Ju-kay Kwek ('95)

Dan "the Man" Lee ('93)

Dave "Weasel"

Lionetti ('94)

Phil Lisotta ('95)

Chris McGee ('94)

Dana Moudry ('95)

Deb Perry ('92)

Shelley Pressley

('92)

Julie Reker ('93)

Amy Thompson ('94)

Aelan Tierney ('92)

Chris "Flyman"

McIntyre ('92)

Jason Mock ('94)

Chris Morrow ('94)

Chris Nigro ('95)

Dimitri Robert ('92)

Cesar Sanchez ('93)

Todd Symonds ('94)

Larry Toscano ('93)

Gareth Tseng ('95)

Randy Walter ('92)

Lee Wang ('92)

Matt Yoder ('95)







## PFBuggy

Everyone who comes out to buggy helps contribute to the fun. If you're not having fun, you don't really understand Buggy. Thanks for 4 years. 60659 - Careful, it's still wet. Doug (2 days before race) "Let's cut the pushbars off and see if it rolls faster." "KDR?!" - stark: "scratch!"

## Chairman

Rob Wright

## Drivers

Adele Banning  
Cheri Rogers  
Tina Urso  
Soo Lee  
Linda Lombardi

## Buggies

P. ('92)  
Prophely ('91)  
Promethius ('89)  
Paladin ('89)  
Puma ('88)  
Phoeniy ('86)  
Renaissavle (76)



## Push Captains

Mike Brenneman  
Mark Fischer

## Pushers

M. Brenneman  
M. Boyer  
J. Burus  
N. Efrom  
B.K.  
A. Kim  
K. Klemmer  
P. Lai  
B. Lee  
N. Lewis  
Dude  
B. Schorn  
E. Selberg  
H. Slye  
P. Sollimo  
S. Starkin  
R. Tseng  
M. Washinotn  
S. Dee  
C. Ouyang  
J. Wyse

Colleen  
Lori  
Hilary  
Jodi  
Pam  
Krisien

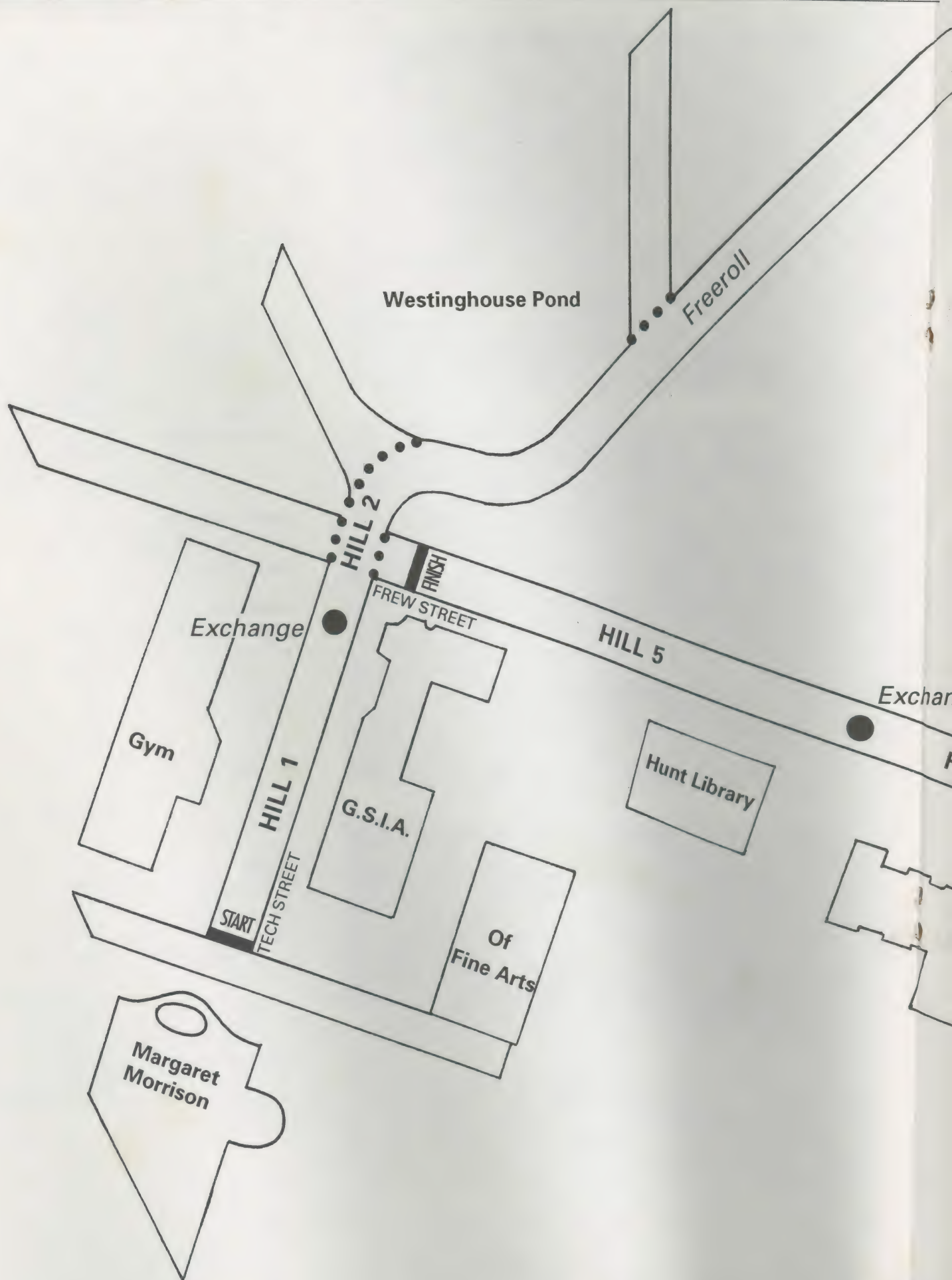
## Support

CHAZ  
Animal  
TVL  
Boyer  
Sikppy  
Kaito  
Rich  
Adele - A - Rob  
Orange  
Lifters  
Doors  
Sour-Creme Doughnuts





# The Course









# Kappa Sigma

## Unspoilt by Progress

*Kappa Sigma, the First Buggy Dynasty (11 victories in 18 years)*

*The spirited rejuvenation of our Buggy Program has even surprised me, the supreme optimist. With a renewed commitment to sweepstakes, we will be putting forth our best teams in years. But most importantly, we always have fun. Remember, "that which does not kill us makes us stronger." AEKDB*

### Chairman

Kirk Lenga

### Assistant Chairmen

Rich Robinson

Dan Schaffer

Jonathan McGoldrick

### Drivers

Ann Feng

Dulcie Hernandez

### Buggies

Jizwah ('90)

Recycler ('91)

### Pushers

John Rosenberger

Tom Melia

Keith Rudy

Tom Stachura

Bryan Kearney

Dave Newman

John Chadwick

Mike Stepaniak

Matt Fowler

Frank Burkus

Chris Japhet

Jason Grabarczyk

John Crowley

Craig Nemecek

Richi Kumar

Robert Holderbaum

Charles Montgomery

Keith Crabtree

Ann Dulcie

Amy Wright

Lisa D'Andrea

Jen New

Nancy King

### Mechanics

Tom Hockswender

Dave Newman

Tim Challingworth

### Tee Captains

Graham Gibby

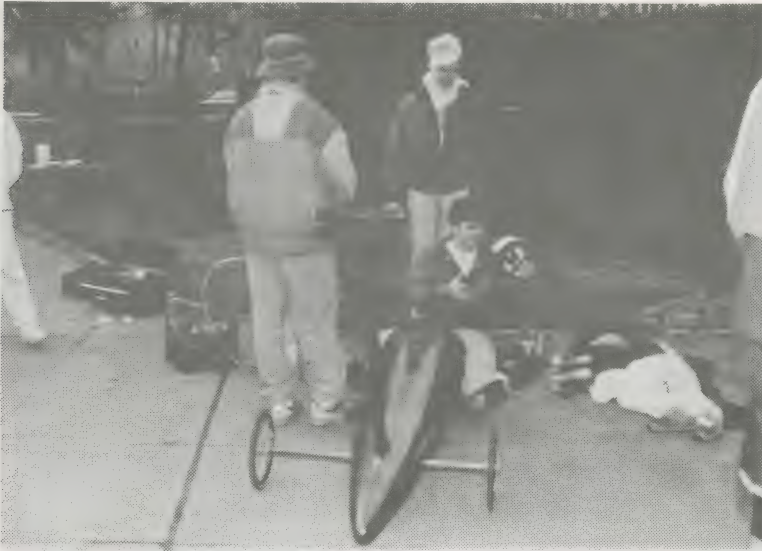
Manuel Chrysoloras

Dan Vorhes





# Phi Kappa Theta



*Just remember...*

*You have no idea what I am capable of  
pulling streight out your ass.*

*WOW!*

*.....Time to drink and redefine.*

## **Chairman**

Cyril "Cecil" O'Neil

## **Mechanics (Meat Heads)**

Russ "Ruffell" Elkin

Michael "Stew" O'Connor

Greg "Snak Cheeze" Sanchez

Roy "Rhoids" Sandberg

Vince Bellefore

## **Drivers**

Chandra Theesfeld

Mihn Yoon

Lucy Korr

## **Honors**

POD

Kari Johnson

Dr. James Beam

Rob D.

Kenny



## **Pushers**

Nacy Atkinson

Vince Belfoure

Alan Bordius

Brian Bumgarner

Coates Carter

Jim D'Amato

Mike De La Cruz

Christy Foster

Dina Fredrickson

Don Good

Rich Harms

Shannon Hayes

Eric Helmsen

Kari Johnson

Lucy Kohr

Steve Lightfoot

Anne Morrison

Seth Mundorff

Michael O'Connor

Kristi Shea

Larry Silverman

Bill Snider

Chandra Theesfeld

Jeni Wightman

Matt Willard





## Pi Kappa Alpha

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# Pi Lambda Phi



*Legend has it that long ago PiLam buggy was more than just sweat and blood, it was victory. Now the time has come and we've decided to bring what was once a legend back to life. This year we're going to start a new legend. We'll start from the beginning, and we'll call it something else...*

## **Chairman**

Bill Ommert

## **Driver**

Dexter Kobayashi

## **Buggy**

Legend, 9th year

## **Pushers**

Jeon Rezvani

Rich Kwiakowski

Tom Hummel

Brad Lawrence

Rich Marino

Chris Ogilvie

Sam Adams

Andrew Raab

Erik van Bergen

## **Support**

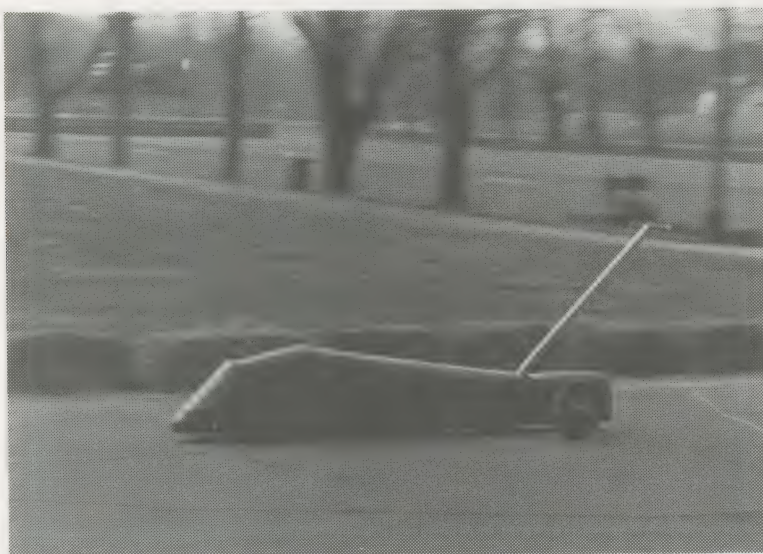
Sean Vincent

Chris Parker

Jon Fiant

Steve Lacy

Pat Coburn





# Pioneers

*Pioneers buggy is looking forward to a fifth successful year. Revisions to our buggies have continued to increase performance. With our dedicated pushers and a little more help from mother nature expect greater accomplishments from us.*

## Chariman

Peter Harllee

## Asst. Chairmen

Rick Crotty

Bob Weiers

## Buggies

Pinnacle ('88)

EDGE ('89)

Turmoil ('91)

## Drivers

Idil Bilgin

Laura Catledge

Megan Gurgon

Jenn Vincent

## Pushers

Noel Alfonso

Bill Cheeseman

Dave Dye

Rich Flati

John Funge

Stephen Glicker

Darren Haley

Scott Kirkpatrick

Jason McDonald

Mike Muller

Nick Narisaranukul

Dave Nespoli

Bijal Patel

Paul Stapleton

Bob Weiers

Paul Welding

Greta Bartlog

Heather Bassett

Rene Brunette

Emily Burke

Wendy Creel

Wendy Evans

Heather Higgins

Debbie Madsen

Trupti Patel

Courtney Schlisserman

Marci Sensenich

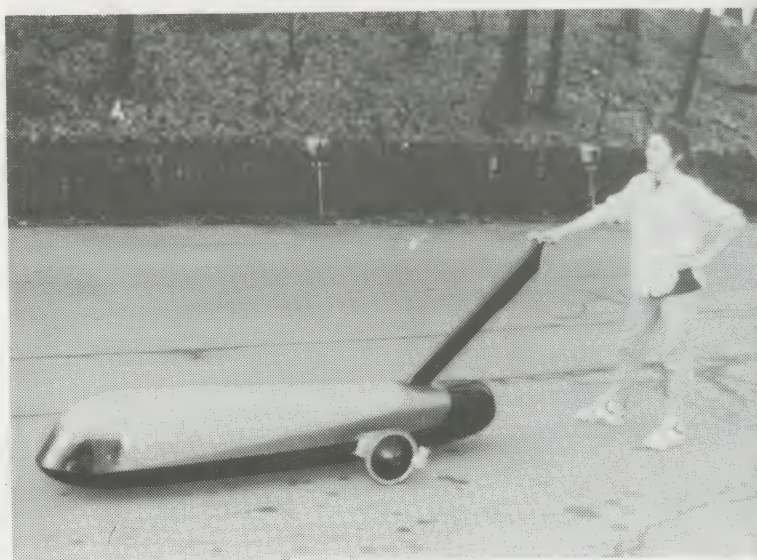
Leslie Tam

## Support

Greta Bartlog

Well Gaffey

Tanya Keith





# Sigma Alpha Epsilon

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*With hard work  $\Sigma$ AE has strived forward in the buggy world with the same dedication we hope to continue to improve and remain in the top ten. With a core at hard working mechanics and pushers  $\Sigma$ AE prides itself on team effort and accomplishment. And with a little luck we'll roll as well as we party.*

## **Chairman**

Doug Scoot

## **Drivers**

Madeline Gerstein  
Ami Parekh  
John Pollack

## **Buggies**

Rachooie ('90)  
Quazdmoto ('88)  
Limo (1856)

## **Pusher**

Jeff Andreski  
(Captain)  
Mike Stein  
Spencer Hollis  
Terry Hunsicker  
Pat Leuch  
J.P. Lie  
Jamie Millar  
Scot Mills  
Mike Stein  
Kerry Stolkin  
Ross Weiner  
Team LIMO

## **Buggy Designers**

Eric Hansen  
Mike Weekezd

## **Machinics**

Mike Kappus  
(Head Mechanic)  
J. P. Lie



Too often we are scared.  
 Scared of what we might not be able to do.  
 Scared of what people might think if we tried.  
 We let our fears stand in the way of our hopes.  
 We say no when we want to say yes.  
 We sit quietly when we want to scream.  
 And we shout with the others  
 when we should keep our mouths shut.  
 Why?  
 There's really no time to be afraid.  
 Life is a race.  
 Push harder.  
 Roll faster.  
 Don't be scared to win.  
 A.  
 B.  
 C.

– A Concept

## The Board of Directors:

### Chief Executive Officer

Arthur Kill

### Chief Financial Officer

Jim Wiley

### Executive Vice President of Hot Glue Technology

Scott Francisco

### Executive Vice President of the Round

Michael Freeman

### Junior Executives

Joshua Lox

Anthony Shih

### Executives in Training

Dan Stellenberg

matthew Wakefield

Jonathan Kimball

### Drivers

Rachanee Royer

Jun Engawa

Mandy Brown

### Buggies

Colugo ('84)

Jerboa ('86)

Jama ('90)

KO\$D41 ('92)

*Cult behavior control is manifested by disallowing normal amounts of sleep, keeping people confined to a restricted area, allowing interaction only with other cult members, disallowing normal amounts of food, temperature control, and placement in an unfamiliar environment. All of these procedures are practiced by leaders within the cult without the knowledge of the participants.*

### Push Captains

Paul Henderson

Phil White

### Pushers

Jason Atwater

Jeff Babatsky

Rafael Benzan

Eric Bryner

Dave Cashman

Ed Cummings

David Gault

David Gillen

Brent Goldberg

George Hsieh

Tom Mon

### Support

Marcello Adapon

Kirk Ambrose

Chae Chung

Mike Cohen

Harry Hugel

Greg Otto

Matt Weaver

James Stepanek

Brent Was

James Paul

Bob

Woody

Mr. Social

The Professor

A Volunteer

The Dickmeister

The Pope

The S-Dog





*After much hard work, we're ready to compete in our third year of sweepstakes. Both of our buggies are much improved and ready to roll on race day. This year also marks our first women's team; they should prove themselves competitive. Also, all-star pusher Frank Lefkin has returned from study abroad last year and has been training us harder than ever.*

**Chairman**

John Heyel

**Buggies**

Vindicator ('90)

Patrol ('91)

**Drivers**

Safia Bhimji

Mindy Kipp

**Push Captains**

Dan Razum

Andreas Yaskopolus

**Pushers**

Ross Monta

Aaron Long

Jamie Eaton

Mike Daninhirsch

Tobias Hagge

Andrew Johnke

Steve Maaseide

Jeanel Noggle

Bobby Marstellar

Cherie Hayer

Viarin Mayr

Judy Reed

Jessica Schmidt

Suzy Rothfeld

Jim Roche

Brian Stone

Frank Lefkin

**Support**

Ryan Sullivan

Sean Ward

Mark Nichols

Ross Monta

Vick Freidenberger

Jim Irwin

Howie Chien

Todd Dickinson

John Steven



# Spirit

## Tribe From The Hills

*Luck is when practice meets opportunity...  
No need to talk yang , we're all about  
peace...*

*See ya on da hills!*

*p.s. Have wings, will fly...*

*SB/92 - BuBu Nation*



## Tribal Council

Karl Lentz (Village Chief #1)

Chad Darby (Village Chief #2)

Cynthia Claude (Asst. VC)

Jay Tindal (Asst. VC)

## Buggies

Buggy (dx/dv) ('92)

Viscious Flow ('90)

Tachyon ('89)

Quantum Leap ('87)



## Drivers

Mimi Dameron

Leslie Kavchak

Grace Noh

Janine Snetter

Marcella Upshur

## Mechanix

Phil Heil

Lisa Carruthers

Robert "Guru" Jones

Mark Musolino

Tony Who





# Student Dormitory Council



## *Continuing to Strengthen*

*After consecutive Top 10 showings in 1990 and 1991, SDC Buggy continues to strengthen. Our never ending quest to do better should once again keep us very competitive.*

*Still, our greatest strength is our people. And our team's dedication to fun as well as competition has made us very cohesive.*

*Keep watching us. 1992 looks like another record year for SDC Buggy!*

### **Chairman**

Joe Bailey

### **Asst. Chairmen**

Neil Pascual  
Len Mazzanti

### **Drivers**

Beatrice Guilleux  
Lisa Hossaini  
Jessica Meider

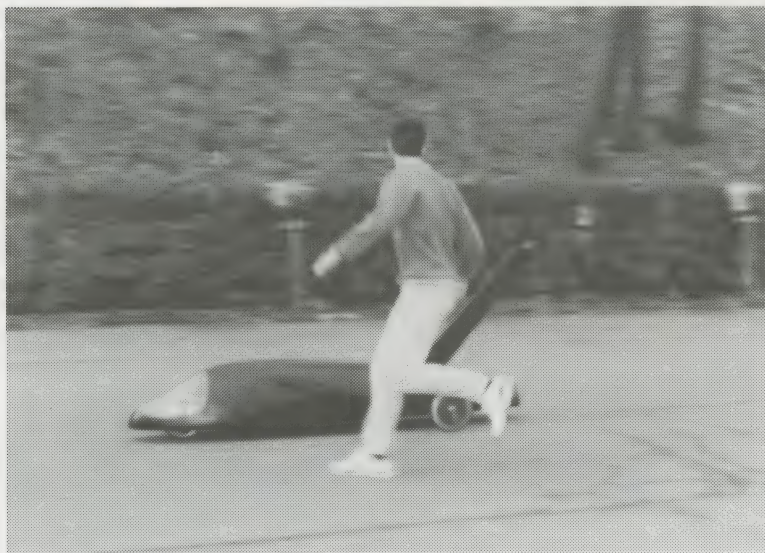
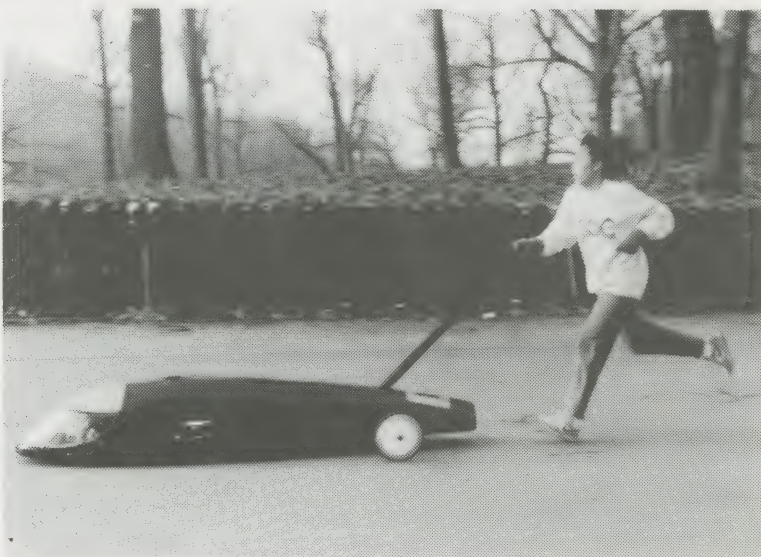
### **Buggies**

Escargot (1991)  
Terrapin (1990)  
Banzai (1986)

### **Pushers**

Len Mazzanti  
John Cosnek  
Evan Curtis  
John DiCosola  
Eric Dunmire  
Doron Gan  
Joed Haddad  
Marc Lindsay  
Garry Long  
Kurt Luitweiler  
Scott McDonald  
John Price  
Brian Trager  
Angel Verdugo

Serena Chan  
(Captain)  
Brenda Bush  
Kathy Iovine  
Lisa Komenda



### **Head Mechanics**

Jarrold Jenzano  
Marc Wsol

### **Support**

John Lakin  
Scott Curtin  
Erik Larson  
Neil Pascual

### **Mechanics**

Roy Wang  
Shigeo Yoshikawa



# Theta Xi

• Neither rain, nor sleet, nor snow, nor dead of night will stop our buggies from getting through.

- 3 . . . 2 . . .
- Snow is only good on Spring Break.
- Hail the unemployed!
- NFE — NDE

## Chairmen

Doug Jotzke  
Arjun Khare

## Buggies

Little Nip ('84)  
Nemesis ('87)  
Valkure (87)  
Ceasar (88)  
Kurgan (91)

## Drivers

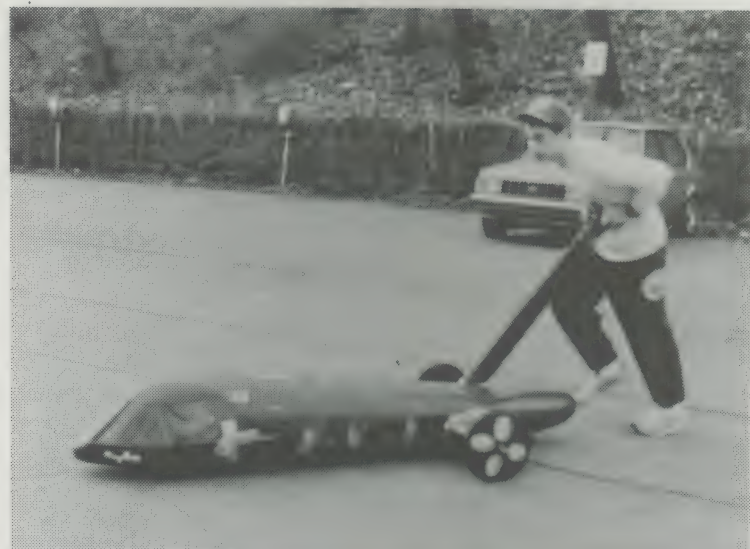
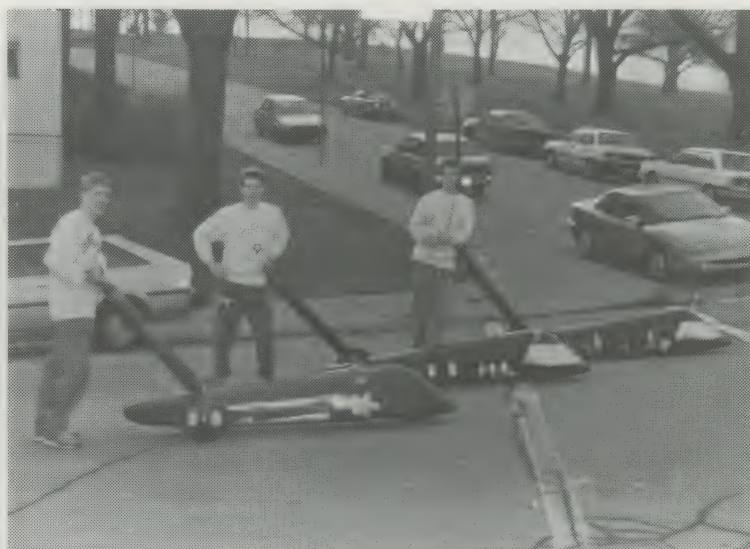
Dolly Shen ('93)  
Manisha Hasija ('94)  
Jodi Deckter (94)  
Sara Hayutin ('95)

## Mechanics

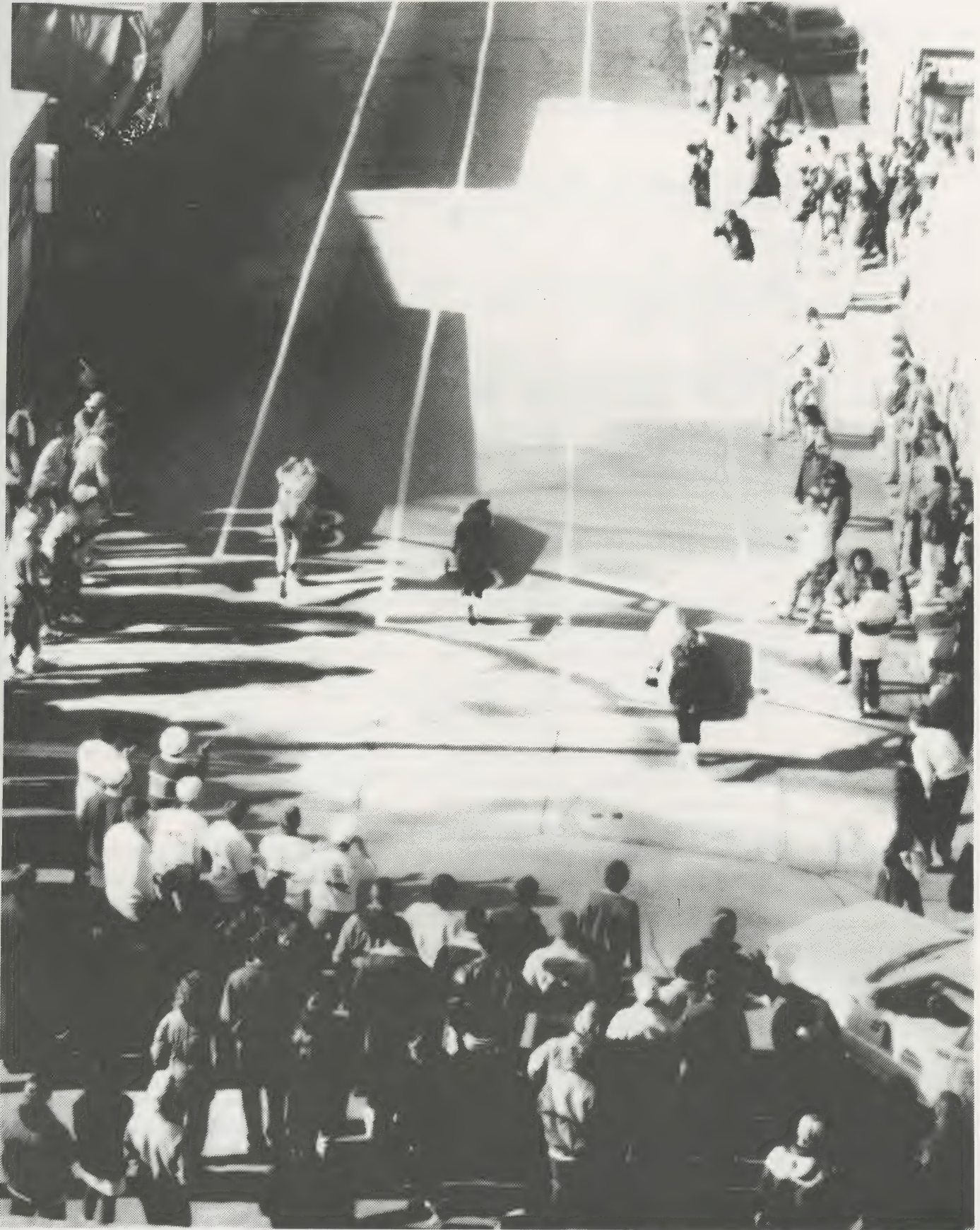
John Nadzam  
Kosaku Tsugami  
Tim Minnick  
Roy Ziesse  
Mike Mendick  
Steve Nilson  
Natalie Mamczak

## Support

Todd Bredbenner  
Bill Loeb  
George Gaughan  
Andrew Gaetano  
Trip Goldsberry  
Ming Leung  
Joe Porto  
Hooman Yaghoobi  
Chris Carroll  
Mark Digman  
Kevin Boyd









# Glossary

buggy (n.) A vehicle (usually three-wheeled, sometimes more) built, maintained, operated, and pushed by CMU students throughout the year in preparation for the races on the first two days of Spring Carnival.

Buggy (n.) (slang) The commonly held name of the Sweepstakes Races and the sport in general

Buggy Chairman (n.) The person in charge of an organizations' buggy program

buggy course (n.) A series of roads, just over a mile in length encircling Flagstaff Hill

buggy organization (n.) A group of CMU students (mostly Greeks) who field at least one buggy in Sweepstakes

buggy team (n.) A driver, five pushers, and a buggy

bump (v.) Also called bump and run; the act of shoving a buggy and then running to catch up with it. This technique is most often used by Hill 5 pushers; However, with a light buggy it can be used on other hills.

capability (cape) test (n.) Held on the sidewalk between Baker and Doherty Halls, this test checks the braking system of each buggy. The buggy must be able to stop within a specified distance while traveling a minimum speed of 15 mph.

catcher (n.) A person who waits at the finish line to "catch" his/her organization's buggy in order to help stop it.

The Chute (n.) The tight right hand turn halfway through the course where the buggies reach their maximum speed. This area is lined with hay bales as an added safety measure.

Chute Flagger (n.) A member of a buggy organization who stands on the course to signal drivers when to make their initial turn into The Chute.

Cdddmpubookie (n.?) A mysterious gnome-like creature who lives under the Panther Hollow Bridge and lives on leftover Highlander food. Like the ground hog he appears once a year to make a prediction. He gives the Tartan a List of who the top ten finishers will be that year the Monday before Race Day. His accuracy is stunning. Rumor has it that his appearance is not. Unfortunately, no one knows his true identity, gender, or shoe size.

crew (n.) Found in Ryder trucks on Race Day, these students are the mechanics who prepare and maintain the buggies.

DQ (n.) The disqualification of a buggy (see rules for reasons why).

Design Competition (n.) Competition held on the Thursday before Race Day in the gym where buggies are judged on their design and mechanical make-up.

driver (n.) Small, light (usually female) student willing to put life and limb in jeopardy to pilot a buggy around the course.

The Driveway (n.) The entrance to the Scaiffe Hall/Hamerschlag Hall parking lots. Buggies that only "roll the driveway" are usually ready for the garbage dump.

drop test (n.) Another brake test performed after each heat on Race Day. The buggy must be able to stop within 15 feet after rolling down the sidewalk in front of the gym for 30 feet.

exchange (n.) The act of passing a buggy off from one pusher to another

exchange zone (n.) 15 yard long zones between hills 1 & 2; 3 & 4; 4 & 5 where one pusher passes the buggy to the next one.

flagger (n.) A member of a buggy organization who helps restrict traffic during Race Day, push practices, and freerolls.



- follow car (n.) Car which drives behind the buggies during each heat. Judges and crew members are passengers in case any problems should arise.
- freeroll (n.) 1) The area of the course between Hill 2 and 3, 2) The portion of time during a buggy's roll when it is not being pushed.
- freerolls (n.) Practice races held in the fall and spring from 6:00 AM to 9:00 AM on Saturdays and Sundays on the buggy course. This is the time each organization uses to test out new technology, train new drivers and pushers, and learn to love Pittsburgh weather.
- Hills 1-5 (n.) The five sections of the course where the buggy is being pushed by a member of the push team.
- lead car (n.) Car which drives in front of the buggies in each Sweepstakes heat carrying the Sweepstakes Chairman, Head Judge, film crew, and WRCT Sportscasters.
- pass test (n.) A test which requires a buggy driver to safely pass another buggy during a freeroll practice.
- permit (n.) A slip of paper from the City of Pittsburgh which allows Sweepstakes to take place. Ask Alexis (Sweepstakes Chairperson) about permits.
- pick up (v.) The act of resuming to push a buggy after its freeroll. Pick ups occur on Hill 3 and in various night spots throughout Pittsburgh.
- the PLUG (n.) A fire hydrant on Hill 3 (Frew Street) Just beyond the ninth window on Porter Hall. If your buggy can roll the plug chances are another organization will start spying on you to see what you are doing right.
- push practice (n.) Held on weekday nights anywhere from 12 AM to 6 AM on Hills 1,3,4, and 5, these practices allow pushers to hone their talents and let the chairman of each organization decide which pusher will push which hill on Race Day.
- push team (n.) Team of five students who push the buggy. There is one pusher for each hill.
- pushbar (n.) The bar extending from the rear of the buggy.
- pusher (n.) A student typically in good shape who pushes the buggy up the hill.
- roll (n.) The act of running a buggy during a freeroll or Sweepstakes.
- roll-out (n.) The distance a buggy travels after the driver makes the right hand turn through the Chute before the Hill 3 pusher picks it up.
- Safety Chairman (n.) The person who is in charge of inspection all of the buggies before they roll to insure the drivers' safety and that each buggy complies with the current safety rules and regulations.
- spin-out (v.) Is what happens to a buggy when the tires lose traction while going through the Chute causing the driver to lose control.
- sweeper (n.) A member of a buggy organization who sweeps debris from the course before Race Day and freerolls.
- Sweepstakes (n.) The official term for the buggy races held during Spring Carnival.
- Sweepstakes Chairman (n.) The person who supervises both Sweepstakes and, basically everything that happens up to Race Day. She is responsible for making sure that each organization adheres to all the rules, acts responsibly, and that the other members of the Sweepstakes Committee perform, their jobs correctly.
- windows (n.) A unit of measure for the performance of a buggy's roll-out. Hill 3 runs parallel to Porter Hall. There are nine windows between the beginning Porter Hall (bottom of Hill 3) and the plug. The more windows a buggy can roll past before the Hill 3 pusher picks it up, the better its roll-out.



## 1. Entrance Rules

- Sweepstakes participation is limited to official Carnegie Mellon University organizations.
- An organization is defined as any club, sorority, fraternity, or other group of currently enrolled CMU students who are officially recognized by the CMU Student Senate.
- Sweepstakes races are divided into two classes of competition, the men's races and the women's races. Entries in the men's races may have only men as pushers and entries in the women's races may have only women as pushers. Drivers in either class may be men or women.
- Each entry shall consist of one buggy, one team, and one alternate team.
- Each term shall consist of one driver and five pushers, all of whom must be currently enrolled, activities fee paying, full-time undergraduate CMU students and members of the sponsoring organization. For fraternities and sororities each team member must also be the IFC membership roster.
- Each alternate team shall consist of one driver and five pushers with all of the same requirements as team members.
- Each organization entering the races must also enter the Design Competition.
- Each organization may have a maximum of four entries in the men's races and three in the women's.

## 2. Construction Rules

- Each buggy must be designed and constructed by full-time, activities fee paying, undergraduate CMU students who are also members of the sponsoring organization.
- Each buggy must have a driver operated braking system able to pass both a braking capability test and a drop brake test.
- Each buggy must have at least three wheels intended to be in contact with the ground at all times.
- Each buggy must have a protective cage around its driver.
- Each buggy allow its driver with a field of vision at least 45 degrees to either side of the centerline of the buggy.
- No buggy may have any means of internal propulsion of any energy storage devices

such as fly wheels.

- No buggy may be longer than 15 feet or wider than 6 feet.
- All fasteners used in the steering and breaking system and to attach the wheels must be equipped with locking devices.
- Each buggy must have a polycarbonate windscreen at least 0.062 inches thick.

## 3. Safety Rules

- Each driver must wear approved goggles, a helmet, leather gloves, and a safety restraint harness.
- Each buggy must pass a safety inspection by the Safety Chairperson each semester before it can practice or race.
- The safety inspection consists of: 1) a design inspection where the buggy, its driver, and all equipment are examined by the Safety Chairperson, and 2) a performance demonstration including a field of vision test, a braking capability test, a drop brake test, and an evaluation of the buggy's performance during practice.
- Spot safety equipment and performance tests may be performed by the Safety Chairperson at any time during practices or races.
- Each driver must participate in a driver education program before being allowed to drive during practices.
- Each driver and buggy must complete a passing test, observed by the Safety Chairperson, during a freeroll practice.
- Buggies with drivers in them may not be left unattended at any time.
- No combustible fluids may be used in the buggy preparation areas.

## 4. Race Rules

- Preliminary races shall be held on the first day of racing and alumni, rerun, and finals races on the second day. If one day of racing is cancelled it shall not be rescheduled, if both are cancelled one may be rescheduled.
- The races shall be observed and judged by the head judge, the assistant head judge, the course judges, the starter, the Sweepstakes Chairperson, Assistant chairperson, and Safety Chairperson. All rulings shall be made by the head judge with inputs from the observers. The decisions of the head judge are final.



- Each buggy shall be timed independently by two different timers.
- The time between the start of one race heat to the next shall be 10 minutes.
- The preliminary races shall be run in the heats of three buggies each and the finals races in heats of two.
- All drivers and buggies must have completed all safety and practice requirements before they are allowed to race.
- Pushers may not use mechanical devices for assistance while pushing.
- The combined weight of the buggy and driver may not intentionally change during the race.
- The dimensions of a buggy excluding the pushbar may not change during the race.
- Each buggy must pass a drop brake test immediately after its heat.
- At the start of the race the Hill 1 pusher must be touching the buggy, must have both feet on the ground, must not be moving forward, and must not use starting blocks.
- Any entry that false starts three times shall be disqualified.
- All Buggies and their pushers must stay within their lanes on Hill 1 and 2.
- If an entry's buggy or a pusher interferes with another entry in its heat, it shall be disqualified and the fowled entry shall be granted a rerun.
- A pushers position on the course is determined by the pushers forwardmost foot.
- A buggy may only be touched by two pushers at the same time in an exchange zone.
- The Hill 5 pusher must be in contact with the buggy as the nose of the buggy crosses the finish line.
- Nobody may pace a pusher during a race.
- Each pusher is entitled to be in the path the buggy takes after he or she is finished pushing.
- A driver may not intentionally cause his or her buggy to bump into another buggy. If ant contact is made the judges shall determine if anyone is a fault.
- If an entry's driver stops to avoid an accident that entry may be granted a rerun if the judges determine that an accident was probable and it was not due to any failure or foul on the part of the buggy that stopped.
- If an entry is interfered with in any way during its race, it may be granted an rerun at the discretion of the judges.
- Reruns shall only be granted if an entry files a protest or appeal with the judges before the start of the next race and the judges determine that a rerun is warranted.
- Buggies finishing with times faster than the previous years finalists shall be given a spot safety check by the Safety Chairperson immediately after their heat and before the driver is removed from the buggy.
- The ten fastest men's entries and six fastest women's entries in the preliminary races shall be eligible to races.
- Entries granted reruns shall race just before the finals races.
- Alumni and exhibition races shall take place at the beginning of the second day of racing.

## 5. Design Competition

- Each organization must enter at least one and no more than two of its buggies in the Design Competition.
- Each organization must display all of its racing buggies at the public display portion of the Design Competition.
- During the preliminary judging, each participation organization may present its buggy to the panel of judges for 10 minutes, then the judges have 5 additional minutes to ask questions or look at the buggy.
- The top six buggies from the preliminary judging will be reevaluated by the judges, all at the same time for 15 minutes.
- The winners of the Design Competition shall not be announced until after the races are finished.
- To be eligible for a design award a buggy must compete in the preliminary races and finish in the top half of all entries receiving official finish times.

## 6. Awards

- Trophies shall be awarded for the top six entries in the men's races, the top three entries in the women's races, and the top three buggies in the Design Competition.



# Buggy Winners

|         |                      |         |      |          |          |
|---------|----------------------|---------|------|----------|----------|
| 1921    | Iota Sig Delta       | 4:38    | 1976 | PiKA     | 2:23.3   |
| 1922    | SAE                  | 4:30    | 1977 | PiKA     | 2:17.8   |
| 1923    | Kap Sig              |         | 1978 | Beta     | 2:20.0   |
| 1924    | Kap Sig              |         |      | PiKA     | 2:21.0   |
| 1925    | Kap Sig              |         |      | CIA      | 2:22.2   |
| 1926    | PiKA                 | 3:18.3  | 1979 | Beta     | 2:18.4   |
| 1927    | Kap Sig              | 3:15.8  |      | PiKA     | 2:19.0   |
| 1928    | Kap Sig              | 3:04.4  |      | Sigma Nu | 2:25.6   |
| 1929    | Phi Kap              | 3:05.6  | 1980 | PiKA     | 2:15.4   |
| 1930    | Beta                 | 2:57.5  |      | Beta     | 2:18.0   |
| 1931    | DTD                  | 2:59    |      | CIA      | 2:18.7   |
| 1932    | Beta                 | 2:54.8  | 1981 | CIA      | 2:10.5   |
| 1933    | Beta                 | 2:48.5  |      | Sigma Nu | 2:14.2   |
| 1934    | Kap Sig              | 2:49.7  |      | Beta     | 2:18.7   |
| 1935    | Beta                 | 2:47.2  | 1982 | Sigma Nu | 2:10.79  |
| 1936    | Kap Sig              | 2:46.8  |      | PiKA     | 2:13.53  |
| 1937    | Results Unavailable  |         |      | CIA      | 2:16.5   |
| 1938    | Kap Sig              | 2:43    | 1983 | PiKA     | 2:09.0   |
| 1939    | Kap Sig              | 2:44    |      | Beta     | 2:10.0   |
| 1940    | Kap Sig              | 2:53    |      | Sigma Nu | 2:11.0   |
| 1941    | Kap Sig              | 2:55    | 1984 | PiKA     | 2:09.5   |
| 1942    | Results Unavailable  |         |      | Sigma Nu | 2:09.96  |
| 1943-45 | No races - War years |         |      | Beta     | 2:15.01  |
| 1946    | DTD                  | 2:49    | 1985 | Sigma Nu | 2:10.09  |
| 1947    | DU                   |         |      | Beta     | 2:13.27  |
| 1948    | DTD                  | 2:48    |      | Beta     | 2:15.93  |
| 1949    | DTD                  | 2:42.5  | 1986 | PiKA     | 2:08.67  |
| 1950    | DTD                  | 2:41.8  |      | Beta     | 2:09.16  |
| 1951    | DTD                  | 2:41.6  |      | CIA      | 2:10.42  |
| 1952    | DTD                  | 2:36    | 1987 | Spirit   | 2:11.35  |
| 1953    | ATO                  | 2:30.55 |      | Beta     | 2:12.27  |
| 1954    | ATO                  | 2:28.1  |      | PiKA     | 2:13.22  |
| 1955    | ATO                  | 2:26    |      | PiKA     | 2:15.54  |
| 1956    | ATO                  | 2:25    |      | CIA      | 2:15.62  |
| 1957    | ATO                  | 2:25    |      | KDR      | 2:17.01  |
| 1958    | ATO                  | 2:28.4  | 1988 | Spirit   | 2:06.2   |
| 1959    | PiKA                 | 2:29.7  |      | PiKA     | 2:09.2   |
| 1960    | ATO                  | 2:34.5  |      | Sigma Nu | 2:11.4   |
| 1961    | ATO                  |         |      | Spirit   | 2:13.7   |
| 1962    | ATO                  | 2:27.5  |      | PiKA     | 2:14.4   |
| 1963    | PiKA                 | 2:34    |      | Beta     | 2:14.6   |
| 1964    | BTP (default)        | 2:31.5  |      | Beta     | 2:14.9   |
| 1965    | BTP                  | 2:28.7  |      | Theta Xi | 2:18.9   |
| 1966    | BTP                  | 2:27.8  | 1989 | Spirit   | 2:06.576 |
| 1967    | PiKA                 | 2:24.8  |      | Beta     | 2:10.239 |
| 1968    | PiKA                 | 2:20.5  |      | PiKA     | 2:12.082 |
| 1969    | BTP                  | 2:22.5  | 1990 | PiKA     | 2:07.053 |
| 1970    | PiKA                 | 2:28.5  |      | Spirit   | 2:07.210 |
| 1971    | PiKA                 | 2:26.4  |      | Sigma Nu | 2:12.817 |
| 1972    | Phi Kap              | 2:24.0  | 1991 | Spirit   | 2:10.63  |
| 1973    | Phi Kap              | 2:23.0  |      | PiKA     | 2:11.04  |
| 1974    | Sigma Nu             | 2:20.2  |      | Spirit   | 2:12.38  |
| 1975    | PiKA                 | 2:19.3  |      |          |          |



## **WRCT**

You may not always listen to your campus radio station (WRCT 88.3 FM). But most everybody listens to us during carnival, and especially during the buggy races (hard to avoid it, isn't it?) We have exclusive broadcast rights to the event, and we don't take that responsibility lightly. No, sir, we cover the races from start to finish, and even award the prestigious queen and king of hill one prizes. And if you like us during carnival, try us out during the rest of the year. We're the largest student organization, and play all kinds of music, host all kinds of dances and events, and broadcast all kinds of sports... including buggy.

## **Radio Club**

The Carnegie-Tech radio Club, W3VC, is an organization for people interested in amateur radio. Within the club, there are a wide variety of interests and activities, such as Public Service events (safety communications for Sweepstakes and Radio-Grams for Valentine's Day), Satellite Communications, talking to other "hams" all over the world Computers and Networking, Amateur Television, and practices for Emergency communications

During Race Day the Radio Club is crucial to ensuring safety during the races. You will find members on top of Flagstaff Hill, in the Chute, and stationed next to every barricade, accurately informing the Sweepstakes Chairperson, the Pittsburgh Police, the Carnegie Mellon Police, timers, judges, and any other Sweepstakes officials of the buggies' position. Within split seconds of crashes or other problems on the course, a member of the Radio Club has informed the key people. They are constantly monitoring the progress of the buggies.



# Spring Carnival 1992 Schedule of Events

## Thursday

| Event                               | Time        | Place (Rain Location) |
|-------------------------------------|-------------|-----------------------|
| Buggy Design                        | 9am - 3pm   | Gym                   |
| T-Shirt Design Contest              | 11am        | Tent                  |
| Opening Ceremonies                  | 4:30pm      | Midway                |
| Bagpipers                           | 4:30pm      | Midway                |
| Kiltie Band                         | 5:30pm      | Tent                  |
| Ballroom dance exhibition           | 6:30pm      | Tent                  |
| Anacrusis, jazz band                | 6:30pm      | Corner Stage          |
| Lacrosse, CMU vs. WVU               | 7pm         | Stadium               |
| Mark Nizer, juggler & comedian      | 8pm - 9pm   | Tent                  |
| Scotch 'n' Soda, "Jack!"            | 8pm         | Skibo Ballroom        |
| AB movie: <i>Repo Man</i>           | 7pm, 9pm    | DH 2210               |
| <i>Big Daddy</i> , rhythm and blues | 10pm - 12am | Tent                  |
| Rides close                         | 11:30pm     |                       |
| Midway closes                       | 12am        |                       |

## Friday

|                                       |                 |                  |
|---------------------------------------|-----------------|------------------|
| Preliminary Sweepstakes Races         | 7am - 11am      | Tech & Frew Sts. |
| Midway opens                          | noon            |                  |
| Arts and Crafts Fair                  | noon - 5pm      | Cut              |
| Sharon Davison, Tarot Cards           | noon - 6pm      | Midway           |
| <i>Heavy Cats</i> , band              | noon            | Corner Stage     |
| AB presents: <i>The Clarks</i> , band | 1pm             | Tent             |
| Travis Bish, juggler                  | 1pm - 4pm       | Midway           |
| Mike Messer, musician                 | 1:30pm          | Corner Stage     |
| Minigolf                              | 1:30pm - 5:30pm | Cut (Gym)        |
| <i>Vastly Untapped</i> , band         | 2pm             | Corner Stage     |
| Matthew Ireland, musician             | 3pm             | Corner Stage     |
| CMU Juggling Troupe                   | 4pm             | Corner Stage     |
| Ballroom dance exhibition             | 4pm             | Tent             |
| Jeff Kunins, musician                 | 5pm             | Corner Stage     |
| Dancer's Symposium                    | 5pm             | Tent             |
| CMU Jazz Ensemble                     | 5:30pm          | Corner Stage     |
| Mike Rayburn, guitarist, comedian     | 6:30pm - 7:45pm | Tent             |
| AB Coffeehouse: Dom Irrera, comedian  | 8pm - 9pm       | Tent             |
| Scotch 'n' Soda, "Jack!"              | 8pm             | Skibo Ballroom   |
| Reality Optional, improvisation group | 10pm - 11pm     | Tent             |
| Travis Bish, juggler                  | 11pm            | Tent             |
| Rides Close                           | 11:30pm         |                  |
| Midway Closes                         | 12am            |                  |

## Saturday

|                                                 |                  |                          |
|-------------------------------------------------|------------------|--------------------------|
| Final Sweepstakes                               | 7am - 11am       | Tech & Frew Sts.         |
| Midway Opens                                    | noon             |                          |
| <i>Drinking Bone</i> , band                     | noon             | Corner Stage             |
| Sharon Davison, Tarot Cards                     | noon - 2:30pm    | Midway                   |
| Arts and Crafts Fair                            | noon - 5pm       | Cut                      |
| SDC Bingo                                       | 12:30pm - 2:30pm | Tent                     |
| Ballroom dance exhibition                       | noon             | Tent                     |
| Steve Trash, magician                           | 1pm - 4pm        | Midway                   |
| <i>Bumpy Toast</i> , band                       | 1pm              | Corner Stage             |
| <i>Boxx Trotters</i> , band                     | 2pm              | Corner Stage             |
| Go For A Spin, free style frisbee               | 2pm - 4pm        | Stadium                  |
| Panda the Clown                                 | 2pm              | Warner Lot (Skibo lobby) |
| Sharon Davison, Tarot Cards                     | 3pm              | Corner Stage             |
| A Phi O Charitable Chairs                       | 3pm              | Warner lawn              |
| Hand to Hand: Signed Songs                      | 3:30pm           | Corner Stage             |
| AB Concerts: <i>They Might Be Giants</i> , band | 4:00pm           | Cut (Gym)                |
| Spanky, comedian                                | 6:30pm - 7:30pm  | Tent                     |
| AB Movie: Warner Bros. Cartoons                 | 7pm, 9pm         | DH 2210                  |
| AB Coffeehouse: Tom Acousti, musician           | 8pm              | Tent                     |
| SDC comic: Felicia Michaels                     | 8:30pm           | Tent                     |
| Scotch 'n' Soda, "Jack!"                        | 8pm              | Skibo Ballroom           |
| Rides close                                     | 9pm              |                          |
| Midway closes                                   | 9:30pm           |                          |
| Closing Ceremonies                              | 10pm             | Tent                     |



## Sweepstakes Committee

|                             |                    |
|-----------------------------|--------------------|
| <b>Sweepstakes Chairman</b> | Alexis dePlanque   |
| <b>Safety Chairman</b>      | Matt Adler         |
| <b>Youngster</b>            | Chris Stengel      |
| <b>Design Chairman</b>      | Rhonda Strumminger |
| <b>Voice of Wisdom</b>      | Jeff Neistrun      |
| <b>Assistant</b>            | Joanne Nicklas     |

## Buggy Book Staff

|                          |                                 |
|--------------------------|---------------------------------|
| <b>Buggy Book Editor</b> | Crystal Tsay                    |
| <b>Photo Editor</b>      | Crystal Tsay                    |
| <b>Photographers</b>     | Wendy Geberth<br>Crystal Tsay   |
| <b>Cover Design</b>      | Jennifer Kilian<br>Crystal Tsay |
| <b>Map</b>               | Jennifer Kilian                 |
| <b>History of Buggy</b>  | Jennifer Kilian                 |

## Tales of Buggy

|                    |                                              |
|--------------------|----------------------------------------------|
| <b>Chairperson</b> | Jim Wiley                                    |
| <b>Mechanic</b>    | Bruce Pollock                                |
| <b>Driver</b>      | Georgina Koon<br>Lisa Wang<br>Lisa Wilson    |
| <b>Pusher</b>      | Pat Burghardt<br>Julie Chiu<br>Larry Toscano |

## Special Thanks

Ann Witchner  
Organizational Chairpeople  
Joe Dicey  
REESE



